MARINE NEWS.

Grain Freights Yesterday Active at 3 1-2 Cents on Corn and 4 Cents on Wheat.

The Overloading of Vessels, Both Steam and Sail, a Common Practice.

Necessity of a United States Law to Protect the Lives of Passengers and Sailors.

Around the Lakes—Miscellaneous—Arrivals and Departures—Dock and Other Notes.

LAKE FREIGHTS.

GRAIN.

Grain freights were fairly active yesterday at 3½ cents on corn and 4 cents on wheat as the ruling rates to Buffalo. Exceptional charters were made where ¼ cent higher rates were paid to the same port. But little ready room was available, and carriers had no difficulty in making engagements. The rate to Collingwood on corn was firm at 2¾ cents, with quite a brisk demand for vessels for that port. Several of the largest grain-carriers that enter this port—notably the propellers John B. Lyon and *City of Rome*—have arrived during the past two days, but as they will not be unloaded before the latter part of the week, *they will not be available* before Saturday or Monday next. It is quite likely that there will be a scarcity of carriers towards the close of the week. The engagements made yesterday embrace the following vessels:

	Bushels.
For Buffalo—	
Propeller New York, corn	25,000
Schooner George, wheat	54,000
Schooner Marengo, corn	43,000
For Collingwood—	
Propeller Lake Erie, corn	17,000
Schooner Barbarian, corn	19,000
Schooner A. J. Dewey, corn	16,500
For Erie—	
Propeller Connemaugh, corn	60,000
Total capacity	234,000

LUMBER.

Lumber freights continue firm and vessels scarce and in good demand. Few charters were made yesterday. No changes in rates are reported, and quotations are nominally as follows:

From East Saginaw to Lake Erie ports	$2.25@2.50
From East Saginaw to Chicago	3.25@3.50
From Bay City to Lake Erie ports	3.25@3.50
From Bay City to Chicago	3.00@3.25
From Manistee to Chicago	2.12½
From Ludington to Chicago	1.87½
From White Lake to Chicago	1.75
From Grand Haven to Chicago	1.62½
From Muskegon to Chicago	1.62½

Steam-barges carry cargoes from Muskegon to this port, from dock to dock, at 12½ cents less than sailing vessels.

IRON-ORE.

There was no change yesterday in iron-ore freights, the rates remaining firm at the following figures from the points named:

From Escanaba to Chicago	$ 1.00
From Escanaba to Lake Erie ports	1.40@1.50
From Marquette to Lake Erie ports	2.00@2.25

COAL.

Dispatches received from Buffalo report vessels very scarce and ruling freight rates extremely firm, with the indications favoring an advance. Coal freights from Oswego and Lake Erie ports remain firm and active at the prevailing rates, and the demand at Oswego for carriers increasing. The following are the prevailing figures:

From Buffalo to Chicago	$ 1.10
From Buffalo to Milwaukee	1.10
From Lake Erie ports to Chicago	1.30@1.35
From Lake Erie ports to Milwaukee	1.35@1.35
From Lake Erie ports to Escanaba	1.10
From Lake Erie ports to Duluth	1.25
From Lake Erie ports to Detroit	45@ 50
From Cleveland to Buffalo	75
From Oswego to Chicago	2.35
From Oswego to Milwaukee	2.35

By Lake Erie ports is meant any port on Lake Erie west of and including Erie to which iron-ore is consigned, and from which coal is shipped.

HOME GATHERINGS.

OVERLOADING LAKE VESSELS.

The frightful fate that befell the propeller Columbia last Saturday night will surely have a counterpart (or several, perhaps) this fall if the practice of loading vessels, especially steamers, continues in the same reckless manner as has been done since the opening of navigation. Boats have left this port for the lower lakes so deeply laden that it is a wonder that they have not foundered in the first stiff breeze they encountered. They have been loaded with an utter disregard for the safety of those on board, the only object, seemingly, of their owners being to get a few dollars more freight. The insurance companies, too, seemed to pay no regard to *the safe loading of the vessels* they insured, preferring to "take the chances" *of the vessels having fair weather and* reaching their destination in safety. What is wanted in this country, in Congress, is an American Plimsoll, who will see that a law is passed to prevent the loading of vessels on the lakes beyond their safe carrying capacity. There should be a law that when the owner or agent of a vessel permits her to be laden beyond a safe point, and the vessel meets with any disaster from being so overladen, and human lives are lost, such owner or agent should be held responsible, and liable to indictment and imprisonment, on conviction, for the lives of all lost on board their vessels. Were such a law in force, and proper officers to see it carried out, accounts of the *foundering of vessels and the loss* of those on board would be few and far between. As it is, in a few days the loss of the Columbia will be forgotten by all except the families of her unfortunate victims, and vessels will continue to be overloaded until another frightful disaster occurs, and then there will again be a few days' talk, the horror will fade from the mind of the public, and new death-traps loaded. Is it not about time that the vessel-captains and sailors *made* some move to prevent this regular endangering of their lives? Is it not time for them to say to those owners who practice this overloading of their craft: "That vessel is overloaded; dangerously so, and we will not go out in her"? If this were done a few times the practice of sending floating coffins out of port would cease.

THE SCHOONER IRIS MISSING.

The small schooner Iris left on the 31st ult. for a pier five miles south of Cedar Forks, to load wood for Milwaukee, but has not put in an appearance as yet, which fact leads to the belief in marine circles that some ill has befallen her. The craft had considerable merchandise on board for the parties who owned the piers she was bound for, and it is feared she was caught in one of the recent gales and either driven ashore at some isolated *point or else foundered* with all on board. The Iris was commanded by Capt. A. E. Dow, of Manitowoc, and carried a crew of four persons all told, who reside at Manitowoc, *where the Iris is owned.*

NOTICE TO MARINERS.

UNITED STATES ENGINEER OFFICE, OSWEGO, N. Y., Sept. 9, 1881.—The construction of an east breakwater has been begun at the harbor of Oswego, N. Y., an opening of three hundred and fifty (350) feet forming the entrance to the harbor, being left between the east and west breakwaters. Until *permanent arrangements are* made for lighting this entrance, it will be marked at night *by two white lights*, one on each side of the entrance, shown from steamboat lanterns *suspended* about twenty (20) feet above the water, and placed about (60) feet back from the ends of the breakwater.

WALTER McFARLAND, Major of Engineers.

"MILLIONS IN IT."

To the Editor of The Chicago Tribune.

CHICAGO, Sept. 14.—In our beautiful and half unappreciated Lake Michigan, off Hyde Park full two *and a half miles (on the chart)*, are two reefs, representing together in form a crescent, with the *concave side toward the land.* Together they are about a mile long and perhaps a quarter of *a mile wide.* For a full mile and a half inside these reefs the chart gives the depth of water as four to five fathoms. *As they are*, they are a constant danger to our lake mariners. The bark *Great West* foundered on them nearly two years ago, and two of her sailors were lost. So near the surface of *the water do these reefs* come that the little steamers Favorite and Charmer, both *drawing, I believe, less than six* feet of water, have scraped their keels on the rocks. From a hidden danger these reefs might soon be transformed into beautiful and health-giving resorts. If a *few cribs* were placed on them, the waves would quickly pile the sand in around the cribs, when a little earth and grass-seed would soon transform them into *beautiful green islands*, and they would soon be as much of an attraction to the Chicagoans as is *Coney Island to the New-Yorker.* "There is millions" in this enterprise for somebody. That it is perfectly feasible I have been assured many times by reliable lake sailors and pilots, and many of them expressed their *surprise that it had not long ago* been done.

H. W.

DOCK AND OTHER NOTES.

There was a jam at Clark street last evening at 1:30 o'clock.

The steam-barge William Rudolph was sold Monday to Prentice & Van Auckin, of Saginaw City, by Mt. Clemens parties, the consideration being $17,000.

The old brig Commerce has been transformed into a *fore-and-after.*

The barge York State came out of Miller Brothers' docks last evening.

The tug Frank Crane went into Miller Brothers' docks yesterday to be calked.

The tugs had very little to do yesterday, everything being very quiet in the river.

The water in Lake St. Peter ship channel is lower by some inches than it was last year.

The schooner Nevada, which was stranded on Hinkley's Flats, has been released without damage.

The fine propeller Lycoming, Capt. Leonard, of the Anchor Line, left last evening for Buffalo.

J. E. Sllans has sold a one-half interest in the barge Golden Rule to John Kelderhouse for $4,000.

A serious break occurred in the Erie Canal at West Troy on Saturday. It will take three or four days to repair it.

Capt. J. C. Sporland has been assigned to the command of the schooner J. & A. Stronach, vice John Anderson, retired.

John Anderson has sold the schooner J. & A. Stronach to Lucas E. Merrill, of this city. The consideration has not been made public.

The barge Argosy, which was sunk at Oswego *a few days ago, has been raised. She will re*quire two new frames on the starboard bow.

Capt. F. S. Miller has been relieved of the command of the propeller Arctic on account of illness, and Capt. Pratt, formerly of the Avon, has taken his place.

The scow O. M. Keyes was caught in the gale off Black River Saturday night and was nearly wrecked. As it was she lost her canvas, and with much difficulty reached Cleveland.

The Merchants' Line of propellers, established this spring to run between Montreal, Cleveland, and Chicago, has been such a success that several new vessels are to be added to it in the spring.

A decree of sale in the case of Kirtland, Wood & Davidson vs. the schooner Nabob was entered *in the United States Court at Milwaukee Monday, and an order setting the time of sale for* Oct. 10 was granted.

The steam-barge William Edwards and consorts, Marion Page and Foster, arrived at this port early yesterday morning. Capt. Fagin, the commander of the Edwards, is looking extremely well, and says it will require more than the Lime-Kilns or big blows to make his fine boat give up the ghost.

One of the survivors of the ill-fated propeller Columbia said to a *reporter when he was safely* landed that the boat's crew had a hard time reaching shore, but when their chances looked most dubious one of their number started to sing that *popular Sunday-school hymn,* "Pull for the Shore," which so revived the spirits of the weary oarsmen, that they redoubled their already powerful efforts and reached land safely.

THE STORM SIGNAL.

ORDERED UP.

Special Dispatch to The Chicago Tribune.

WASHINGTON, D. C., Sept. 14—5:30 p. m.—The storm-centre is south of Duluth and moving eastward. Signals are ordered up at Marquette, Duluth, Escanaba, Milwaukee, Section 1, Section 2, Chicago, Grand Haven, Section 3, Mackinaw, and Alpena.

VESSEL CHARTERS.

AT BUFFALO, N. Y.

Special Dispatch to The Chicago Tribune.

BUFFALO, N. Y., Sept. 14.—Charters—Coal freights were firm today and but few charters were made. The latest engagements reported were: Steamship Queen of the West, coal to Chicago, $1.10; schooner D. S. Austin, coal to Racine, $1.30; schooners Miami Belle and Augustus Ford, coal to Detroit, 50 cents; propeller Starling, coal to Sarnia, 60 cents; steamship R. F. Parker, bulk salt to Chicago, $1.20.

AT CLEVELAND, O.

Special Dispatch to The Chicago Tribune.

CLEVELAND, O., Sept. 14.—Charters—Schooner Thomas Gawn, coal, Lorain to Milwaukee, *private terms; schooner A. G. Morey, coal to Milwaukee*, $1.25 free; schooner Porter and propeller Ranney, coal to Chicago, $1.25 free.

AROUND THE LAKES.

WRECKING OF THE SCHOONER REGINA.

Special Dispatch to The Chicago Tribune.

OWEN SOUND, Ont., Sept. 14.—The propeller Jane Miller, which arrived here at noon today from Club Island, had on board four of the crew of the lost schooner Regina who survived the wreck. She picked them up at Lion's Head, *where they had been located for several days.* The mate, John Young, gives the following particulars of the schooner's loss: Sunday last, the 10th inst., we left Southampton at 8 a. m. The wind south and light. It freshened somewhat at 6 p. m., with frequent squalls from the southwest. At 8 p. m. we sighted Cove Island light, bearing north by east, the wind shifting to westward and blowing a gale. At 10 p. m. the davits were carried away by the boat and swung to the painter astern. At 1:30 we made the reef of the mainsail to clear the light. Finding the vessel laboring heavily and making water fast we bore up and ran for Cove Island beach. As she made water so fast she got beyond control and was sinking, the Captain gave orders for the men to take to the boat to save their lives. All hands succeeded in reaching the boat except the Captain, who was at the wheel. As he caught the main boom he hung to it, but the life-boat being half full of water, and having only one oar, we were unable to render him any assistance or reach him. We then ran the yawl for Cape Hurd *Passage. The Captain when last seen was clinging* to the wreck and calling for assistance. We *made Flower-Pot Island at 1:30 Sunday morning,* and lay down in the bush to rest till daylight. About 8 a. m. a vessel passed, but was too far away to be signaled. At 9 a. m. we started to meet another boat with the yawl, but the signal was not answered. We then made for *the mainland, which was reached about 11 a. m.* Sunday. Finding no inhabitants, we made for Cabot's Head, where we arrived at 6 p. m., having then to travel to Lion's Head, where we took the propeller Jane Miller. The names of the saved men are Lawrence, the cook; John Young, the mate; Hy Haight and William Vernon, seamen. The vessel now lies about four miles off Cove Island, with her topmast above water. Mr. Foster left again this afternoon for the scene of the wreck and entertains slight hopes that he may be able to raise the vessel. The Captain, Amos Tripp, is now the only missing one, and some fishermen who arrived here today from the wreck think that the Captain may have got on some of the islands.

MUSKEGON HARBOR.

Special Dispatch to The Chicago Tribune.

MUSKEGON, Mich., Sept. 14.—Work has commenced on the improvement of this harbor. A *Government steam-dredge arrived today* and commenced operations. It is the intention to *widen and deepen the channel at the mouth of* the harbor. The steam-barge Milwaukee has arrived with stone to ballast the new pier on the north side.

INSURANCE RATES AT MILWAUKEE.

Special Dispatch to The Chicago Tribune.

MILWAUKEE, Wis., Sept. 14.—The local cargo-insurance pool have adopted the following rates to take effect on the 16th inst.: Milwaukee to Lake Michigan ports, 35 cents per $100; Lake Huron, 60 cents; Lake Superior, 80 cents; Lake Erie, 80 cents; Lake Ontario, $1.10; Ogdensburg, $1.25; Montreal, $1.75.

REPORTED IN BAD SHAPE.

Special Dispatch to The Chicago Tribune.

MILWAUKEE, Wis., Sept. 14.—The tug Welcome left here tonight for Sister Bay to release the schooner Chris Grover, the tugs that have been *working at her having failed to get her off.* The vessel is reported to be in bad shape.

STRIKING FOR MORE WAGES.

Special Dispatch to The Chicago Tribune.

MUSKEGON, Mich., Sept. 14.—A large gang of men employed by the Booming Company have announced a strike for $2 per day. They get $1.75 at present.

MUSKEGON LUMBER SHIPMENTS.

Special Dispatch to The Chicago Tribune.

MUSKEGON, Mich., Sept. 14.—Clearances today, eighteen. Lumber shipments, 3,535,000 feet.

MISCELLANEOUS.

ASHLAND HARBOR.

Ashland *Press:* "Maj. Henry M. Robert, of the *United States Engineer Corps, in charge of Gov*ernment Harbors on Lakes Superior and Michigan, arrived on the Manistee Wednesday evening from Ontonagon. Maj. Robert spent Thursday examining the docks and harbor, gaining by personal observation such information as he requires to settle the question of dredging beside *solid and pile docks. He was greatly pleased* with what he saw, and gives it as his opinion that all the water necessary for any purpose can be had anywhere in the harbor by building proper docks and by dredging a channel to the shore. There are many harbors on Lake Michigan where the drift is greater than in Ashland Harbor where the experiment of dredging channels has been successfully tried for years and practically demonstrated. The ore docks at Escanaba all carry artificial channels, made by dredging. This is *also true of Cheboygan, Manitowoc, Ahnapee,* as well as many of the ports on the east shore of Lake Michigan. Maj. Robert has no hesitancy in saying that Ashland has one of the *finest harbors on the chain of lakes, and one* that will need but little improvement to make it perfect. He does not think there need be any fears but what the channel system by dredging will prove successful, and that docks can be built cheaper than on almost any other harbor *on the lake. Maj. Robert was at the opening of* the new lock at the Sault Ste. Marie Canal, which he speaks of very highly."

SEAMEN'S TROUBLE.

Milwaukee *Republican:* "Shortly after 11 o'clock last night residents in the vicinity of Erie and Milwaukee streets were aroused with the cry, 'O my God! Bloody murder!' coming from some one evidently struggling. The cry was repeated a number of times, and soon brought Officers Hicks and Burns, besides a number of persons who chanced to be in the vicinity of the point from which the cries came, to the corner named. A seaman named John McConnell was found to have been cut up considerably about the head. McConnell and another sailor named Comley were taken to the station by the officers, but the others escaped. *It was afterwards learned that McConnell was a* 'scab' on the schooner Richard Winslow, which was at the gas-house dock at the corner of Erie and Jefferson streets, and was returning to his vessel when he was attacked by a number of alleged Union sailors and badly handled, receiving a number of cuts in the head. It is not known, but it is supposed that at least four attacked McConnell. It is likely that some arrests will be made to-day. The feeling between the regular seamen and the 'scabs' is very bitter, and several outrages have been committed at the various lake ports this season. The 'scabs' are mostly all shipped on Cleveland vessels, and vessels hailing from that port are closely watched while in port here or in Chicago."

A NARROW ESCAPE.

Oswego *Palladium:* "Yesterday afternoon a stiff breeze drove a quite heavy sea down Lake Ontario. About *5 p. m. people living near the* upper end of the Lake Shore boulevard and people driving there discovered a small sailboat disabled and waterlogged, and *containing three persons, drifting in toward* the beach. One of the crew, who seemed to have been prostrated, was lying on the seat in the bow, and the others were busy keeping her before the sea with an oar, having taken down the sail. A large crowd gathered along the beach ready to render assistance if necessary, but the boat drifted in and struck the beach all right near Mr. Mulcahey's place. The crew were Frank Bateman, Frank Otis, and Vincent Bereau, and the boat belonged to Otis. *She was a flat-bottomed scow, and was half full* of water. The crew were drenched and chilled, but were furnished dry clothing and a fire at Mr. Mulcahey's house. They had cruised up the lake as far as Fair Haven, and had picked up a load of wood. On their way down they capsized off Ford's Shoal, losing their cargo and going overboard. They righted the boat and got in, but capsized again on the way down, and altogether had a narrow escape."

NEW FLOATING DRY-DOCK AT KINGSTON.

Kingston *Whig:* "The builders of the Kingston *floating dry-dock have eleven men em*ployed, and are hurrying on the work as fast as possible. The planking of the dock is nearly completed, and the bottom is well along. The calkers are busily at work. It is intended to have the dock ready for work in three or four weeks. The engine and pump are ordered, and will be shipped about the 15th inst. from the manufacturers at Syracuse, N. Y. The latter is of the centrifugal type, Perry's patent No. 4, warranted to raise 75,000 gallons of water per hour. At that rate the dock will be emptied in one hour and a half, as it measures about 110,000 gallons. Its dimensions are 110 feet long by forty feet wide and three feet deep. It has a lifting capacity of 300 tons. It can be filled and sunk in ten minutes after the repairs upon a vessel are completed. It is built similar to the Manhattan floating dry-dock of New York City."

CAPT. TRIPP, OF THE REGINA.

Toronto *Mail:* "Marine men will regret to learn that by the sinking of the schooner Regina Capt. Ben Tripp has lost his brother. The deceased gentleman was about 25 years of age, and formerly sailed the schooner Mary Foster in the Collingwood trade. He resided in Collingwood, where he leaves a wife and two children, but, we regret to say, *not provided for as well* as he would have wished. He had followed the water from his boyhood, and left an excellent reputation amongst those with whom he had been engaged, and who will be pained to hear of his death."

PORT OF CHICAGO.

ARRIVALS.

Stmr Grace Drummond, South Haven, sundries.
Stmr Chicago, Manitowoc, sundries.
Stmr Corona, Milwaukee, sundries.
Prop R. McDonald, Bay City, lumber.
Prop Leland, Grand Traverse, pig iron.
Prop H. D. Coffinberry, Cleveland, coal.
Prop William Edwards, Buffalo, coal.
Prop New York, Buffalo, sundries.
Prop Argonaut, Escanaba, iron ore.
Prop Messenger, Benton Harbor, sundries.
Prop Skylark, Benton Harbor, sundries.
Prop Manistee, Manistee, lumber.
Prop T. W. Snook, White Lake, lumber.
Prop E. E. Thompson, Muskegon, lumber.
Prop J. S. Seavorns, Montague, sundries.
Prop S. C. Hall, Muskegon, lumber.
Prop H. B. Perone, South Haven, sundries.
Prop R. G. Peters, Manistee, lumber.
Prop George Burnham, Escanaba, iron ore.
Prop Buckeye, Muskegon, lumber.
Prop Lake Erie, Collingwood, sundries.
Prop Conemaugh, Buffalo, sundries.
Prop Chicago, Buffalo, sundries.
Prop New Era, Grand Haven, towing.
Prop Swallow, Montague, lumber.
Prop Bosobol, Peshtigo, towing.
Prop Jesse H. Farwell, Cleveland, coal.
Prop Albert Miller, Manistee, lumber.
Prop G. J. Truesdell, Ludington, lumber.
Schr Resort Howlett, Grand Haven, lumber.
Schr Nellie Torrent, Saginaw, lumber.
Schr H. R. Newcomb, Cleveland, coal.
Schr Rockaway, Muskegon, lumber.
Schr M. W. Page, Buffalo, coal.
Schr Charles Foster, Buffalo, coal.
Schr Stafford, Muskegon, lumber.
Schr Eagle Wing, Muskegon, lumber.
Schr Presto, Grand Haven, lumber.
Schr M. Dall, Muskegon, lumber.
Schr J. A. Holmes, Grand Haven, lumber.
Schr White Cloud, Muskegon, lumber.
Schr J. V. Taylor, Muskegon, lumber.
Schr Andrew Jackson, Muskegon, lumber.
Schr Mary Ludwig, Packard's Pier, lumber.
Schr Annie Thorine, Muskegon, lumber.
Schr Radical, Muskegon, lumber.
Schr Guido, Packard's Pier, bark.
Schr Kate Lyons, Muskegon, lumber.
Schr T. S. Skinner, Muskegon, lumber.
Schr S. P. Wilson, Muskegon, lumber.
Schr Persia, Montague, lumber.
Schr Elva, Grand Haven, lumber.
Schr Evaline Bates, Grand Haven, lumber.
Schr Regulator, White Lake, lumber.
Schr Ella Ellenwood, White Lake, lumber.
Schr Jenny Lind, Muskegon, lumber.
Schr Golden Harvest, Muskegon, lumber.
Schr Mary E. Packard, Packard's Pier, lumber.
Schr S. A. Irish, Grand Haven, lumber.
Schr Transfer, Muskegon, lumber.
Schr J. O. Moss, Muskegon, lumber.
Schr Marengo, Milwaukee, light.
Schr Mary Amanda, Grand Haven, lumber.
Schr South Haven, Muskegon, wood.
Schr Noque Bay, Peshtigo, lumber.
Schr Active, Peshtigo, lumber.
Schr Montpelier, Grand Haven, lumber.
Schr Pilot, Muskegon, wood.
Schr Adriatic, Muskegon, lumber.
Schr Advance, Muskegon, lumber.
Schr Windsor, Manistee, lumber.
Schr George Steel, Grand Haven, lumber.
Schr H. B. Moore, Muskegon, lumber.
Schr Shawnee, Toledo, coal.
Schr Kate Hinchman, Manistee, lumber.
Schr Eliza Day, Muskegon, lumber.
Schr S. Anderson, Muskegon, lumber.
Schr Jason Parker, Muskegon, lumber.
Schr Sardinia, Muskegon, lumber.
Schr Penfold, Sheboygan, lumber.
Schr Emeline, Muskegon, lumber.
Schr Wanetoo, Muskegon, lumber.
Schr Reindeer, Muskegon, lumber.

ACTUAL SAILINGS.

Stmr Chicago, Manitowoc, sundries.
Prop Milwaukee, Buffalo, 65,000 bu corn and sundries.
Prop Scotia, Buffalo, 60,000 bu corn.
Prop Messenger, Benton Harbor, sundries.
Prop T. W. Snook, Manistique, light.
Prop S. C. Hall, Muskegon, light.
Prop Argonaut, Escanaba, light.
Prop Buckeye, Muskegon, light.
Prop Canada, Collingwood, 18,000 bu corn and sundries.
Prop J. S. Seavorns, Saugatuck, sundries.
Prop W. T. Graves, Buffalo, 58,000 bu wheat.
Prop Granite State, Du Tour, light.
Prop E. E. Thompson, Muskegon, sundries.
Prop Colin Campbell, Ludington, light.
Prop Escanaba, Escanaba, light.
Prop Cuba, Buffalo, 55,000 bu wheat.
Prop Lycoming, Buffalo, 30,000 bu corn and sundries.
Schr Apprentice Boy, Grand Haven, light.
Schr Mary Nau, Manistee, light.
Schr Annie Sherwood, Erie, 38,000 bu wheat.
Schr J. & A. Stronach, light.
Schr Racine, Manistee, light.
Schr Minnie Mueller, Ludington, light.
Schr Minerva, Muskegon, light.
Schr Jessie Phillips, Port Sherman, sundries.
Schr H. Rand, Kewaunee, light.
Schr Typo, Escanaba, light.
Schr C. J. Roeder, Manistee, light.
Schr F. B. Stockbridge, Muskegon, light.
Schr Alert, Peshtigo, light.
Schr Manitowoc, Peshtigo, light.
Schr Lincoln Dall, Muskegon, light.
Schr Japan, Ludington, light.
Schr York State, Muskegon, light.
Schr Peoria, Sturgeon Bay, light.
Schr Marengo, Buffalo, 44,000 bu corn.
Schr Golden Harvest, Muskegon, light.
Schr D. A. Van Valkenburgh, Buffalo, 33,083 bu corn.
Schr Ostrita, Buffalo, 40,000 bu corn.
Schr Green Bay, Little Traverse, light.
Schr Kate Lyons, Muskegon, light.
Schr Evaline Bates, Grand Haven, light.
Schr Westchester, Muskegon, light.
Schr Cossack, Escanaba, light.
Schr Eagle Wing, Muskegon, light.
Schr Persia, White Lake, light.
Schr White Cloud, Manistee, light.
Schr Ada Medora, Escanaba, light.
Schr H. B. Moore, Frankfort, light.
Schr Hunter, Milwaukee, light.

OTHER LAKE PORTS.

PORT HURON.

Special Dispatch to The Chicago Tribune.

PORT HURON, Mich., Sept. 14—1 p. m.—Passed up—Propellers Ogemaw, A. L. Hopkins, D. W. *Powers, City of Concord, J. P. Donaldson* and barges, O. Chamberlin and consort, Porter Chamberlain and barges, Plymouth and barges; schooners Ida Keith, Moonlight, Pensaukee, Saveland; steamers Pearl, Flora, City of Cleveland.

Passed down—Propellers Sanilac, Winslow, *Gordon Campbell; schooner American.*

Wind southeast, fresh. Weather fine.

Special Dispatch to The Chicago Tribune.

PORT HURON, Mich., Sept. 14—9:30 p. m.—Passed up—Propeller Minnesota and consort.

Down—Propellers Samuel T. Hodge, D. D. Ballentine and consort, R. Prindiville and barges, Michigan with schooner E. Harmon and barges, St. Paul with schooner Owasso.

Wind *southeast, gentle. Weather smoky.*

BUFFALO.

Special Dispatch to The Chicago Tribune.

BUFFALO, N. Y., Sept. 14.—Arrived—Steamship Oceanica, propellers Starucca, Russia, Lehigh, Portage, and Conestoga, and schooners Schuylkill and David Dows, grain, Chicago; propeller Russell Sage, wheat, Toledo; propeller Arizona, flour, Duluth; steam canal-boat Jonathan Scoville, Cleveland.

Cleared—Propellers China, Arizona, Brunswick, and India, coal, for Duluth; propeller Russell Sage, for Toledo; propellers Russia and Fountain City and schooner Sunrise, coal, for *Chicago; schooners Seaton, Mary Corely*, and Senator Blood, coal, for Detroit; schooner William Sharp, coal, for Toledo.

ESCANABA.

Special Dispatch to The Chicago Tribune.

ESCANABA, Mich., Sept. 14.—Arrived—Steamers Progress, Fred Kelly, and City of New York; schooners Watertown, M. R. Warner, Unadilla, Brooklyn, H. Moss, and H. A. Kent.

Departed—Steamers Iron Age and Oscar Townsend; schooners Mark Lyon, Niagara, Iron Cliff, Ed Kelly, Alice B. Norris, J. Schuette, Homer, and Watertown.

MARQUETTE.

Special Dispatch to The Chicago Tribune.

MARQUETTE, Mich., Sept. 14.—Arrived—Schooners J. S. Richards and Biggie.

Cleared—Propeller Ohio, propeller Superior; schooners Sandusky, Russell, and Havana, propeller S. Sheldon, schooners S. P. Ely, Wagstaff, J. F. Card, C. P. Minch, H. J. Webb, and *Ganges.*

PORT COLBORNE.

Special Dispatch to The Chicago Tribune.

PORT COLBORNE, Ont., Sept. 14.—Passed up—Schooner G. B. Sloan, Charlotte to Chicago, coal.

Down—Steam-barge Goodhit, Toledo to Ogdensburg, wheat; propeller Celtic, Milwaukee to Montreal, general cargo.

CHEBOYGAN.

Special Dispatch to The Chicago Tribune.

CHEBOYGAN, Mich., Sept. 14.—Cleared—Schooners *Winslow and Parana; propellers Fountain* City and Van Raalte.

Arrived—Schooners Mason and A. P. Nichols.

Wind—Southwest, light. Cloudy.

MILWAUKEE.

Special Dispatch to The Chicago Tribune.

MILWAUKEE, Wis., Sept. 14.—Arrived from below—Steam-barge Nabunt.

Cleared for Chicago—Steam-barge C. J. Kershaw.

CLEVELAND.

Special Dispatch to The Chicago Tribune.

CLEVELAND, O., Sept. 14.—Cleared—Propellers Russia and Commodore, *merchandise, Chicago.*

ERIE.

Special Dispatch to The Chicago Tribune.

ERIE, Pa., Sept. 14.—Cleared—Schooner Annie Vought, for Chicago, with coal.

CANADA.

THE BODY OF CRIMMINS.

Special Dispatch to The Chicago Tribune.

NIAGARA FALLS, Ont., Sept. 14.—*The body* of Crimmins, who jumped over the falls recently, has been allowed to remain since Sunday morning until today beating against the rock and timber until it is almost a shapeless mass. This afternoon Officer Thomas Young, of the Ontario police, and Mr. Davis, of Table Rock, subscribed $5 each to pay whoever would undertake to get the body. E. D. Sweathaut and John Johnson, two guides who take tourists behind the Horseshoe Falls, undertook the task. After two hours' hard work and several narrow escapes, they succeeded in harpooning the body, drew it from the eddy, and laid it on the rocks away from the water. That the town authorities and Coroner are *to blame nobody will deny.* The spectacle is the most shameful ever seen at Niagara Falls.

TELEGRAPHY.

Special Dispatch to The Chicago Tribune.

TORONTO, Sept. 14.—Mr. H. P. Dwight has received formal notification of his appointment to the position of General Manager of the amalgamated telegraph lines, which embraces the entire Canadian system. Mr. Dwight has been a moving spirit in telegraphy in this country for a great many years, and whatever important moves have been made in extending the lines of the Montreal Company and enlarging its sphere of usefulness have been in a large degree inspired by Mr. Dwight. He may almost claim to be the father of telegraphy in Canada, and to have been chiefly instrumental in perfecting the Canadian system.

GEN. GRANT.

Special Dispatch to The Chicago Tribune.

HAMILTON, Sept. 14.—Gen. Grant passed through Hamilton the other day, and the *Times* reporter was on hand at the station to interview him. He found this an unsatisfactory business, and writes to his paper as follows: "The ex-President is by no means a garrulous man. His demeanor was pleasant, but the hesitancy displayed in answering the interviewer's interrogatories was marked. He nodded his little bullet-shaped head, twinkled his watery eyes, and smirked at his son Fred, who occupied a seat in front of him and seemed as big a dummy as his father."

MONTREAL.

Special Dispatch to The Chicago Tribune.

MONTREAL, Sept. 14.—Detective Fancy, of the Dominion Agency, discovered in a cave near the railway depot a quantity of jewelry stolen by a gang of young burglars, who broke into dwelling-houses here during the absence of the owners.

A new steamship costing $150,000 has been purchased in England to ply between St. John, N. B., and Europe.

The manager of the Quebec & Ottawa Railway is taking steps to put a stop to excursion trains on Sunday.

A CORNER ON FREIGHTS.

Special Dispatch to The Chicago Tribune.

MONTREAL, Que., Sept. 14.—A number of cattle-shippers have formed a ring and engaged all the spare *room on steamers from* this port to the end of the season at £3 10d to £3 10s per head in order to force down the price of beef or make farmers pay handsomely for shipping their cattle. Mr. James McShane, backed by Mr. Thompson, is said to be the prime mover in the affair.

ABDUCTION.

Special Dispatch to The Chicago Tribune.

BRANTFORD, Sept. 14.—A man named Herbert abducted and married a Miss Westbrook, of this place, a short time ago, has been arrested at Seaforth, and brought back here with his wife. He will be tried by a jury on *Friday for abduction.*

LOCKJAW.

Special Dispatch to The Chicago Tribune.

ST. CATHARINES, Sept. 14.—A lad named Charley Taylor, son of Joseph Taylor, died yesterday of lockjaw, caused by a thorn piercing the sole of his foot a few days ago.

HERESY.

Interview with Dr. Parkhurst on the Subject of the Thomas Trial.

Special Dispatch to The Chicago Tribune.

ELGIN, Ill., Sept. 14.—Your correspondent today sought out Dr. M. M. Parkhurst to interview him in regard to the charges against the moral character of Dr. Thomas put in his mouth by the Chicago *Times*, and sharply criticised by another morning paper. Although somewhat uncommunicative and preferring that no denial be made as coming from him, his policy being never to get into newspaper controversies, the Doctor stated unreservedly that he had never made the statements ascribed to him, to a reporter or any other person, and, more, he was quite positive he had had no conversation since the trial with any representative of the *Times*. His connection with the heresy trial, he stated, had been forced on him against his desire and inclination. While he fully believed Dr. Thomas guilty of the charges on which the conference tried him, he thought the public trial ill-advised. It being inevitable, and forced by Thomas himself, he had entered into the work of the prosecution, to which he had been called, for all he was worth. Good taste alone, however, would have prevented him from making the after remarks charged by the *Times*, even had they been true. Of the result of the judicial conference Dr. Parkhurst entertains no doubt.

DAIRYMEN.

Preparations for Their Entertainment at Cedar Rapids, Ia., in November Next.

CEDAR RAPIDS, Ia., Sept. 14.—Already the interests of the National Dairy Fair to be held at this place in November next are being successfully looked after. At a meeting of the local Committee of Arrangements held at the Board of Trade rooms today preliminary arrangements were inaugurated. Spacious halls will be provided for the display of butter, cheese, and implements. Practical workings of factories and creameries will be had. Stalls will be provided for heads of dairy cattle. Green's new Opera-House, which will seat 2,500, will be used for general reception and meetings. The Board of Trade Hall will be used for special meetings. Our citizens are awake to the importance of this National fair, and are taking special interest in preparing for it. The proper committees are at work, and ample accommodations will be provided for the large *number of strangers* who will attend. At the regular sale of the Cedar Rapids Dairy Board of Trade today 38,100 pounds of creamery butter was sold at 30@33 cents. Irregular sales were reported of 120,000 pounds. No cheese was offered.

MUTUAL BENEFIT.

Sixth Annual Convention of the Associations of the United States.

Welcoming Address to the Delegates by D. J. Avery, of This City.

The Graveyard Insurance Companies of Ohio and Pennsylvania.

The sixth annual convention of the Mutual Benefit Associations of the United States commenced at the Grand Pacific yesterday morning. As only a few of the delegates, however, were present at 10 o'clock, when the body was to have been called to order, they decided to do nothing until others arrived.

The convention reassembled at 2 o'clock with President Stoddard in the chair.

An address of welcome, very brief, was read by Mr. Donald J. Avery, of Chicago, in which due attention was paid to the praiseworthy objects of the association and to the greatness of Chicago. The expressions of greeting were very hearty, and uttered in a pleasant and entertaining style. Mr. Avery told the visitors that they would be taken to the fair, theatres, exposition, and various places of interest in the city, and also that they would be shown through the Town of Pullman.

The President made a short speech, in which he suggested certain important questions to be considered by the convention. The questions were referred to a committee composed of Messrs. Gardner, Wilson, and Stennett.

While the committee were out Secretary Phelps called the roll of delegates, which showed the following-named gentlemen to be present: E. F. Phelps, C. E. Hambleton, Galesburg; Alexander Gardner, Washington; John C. Terry, St. Paul; George W. Burkhardt, J. L. McCloud, Detroit; Daniel Long, Henry Plessner, South Bend; Robert Woolton, Madison; J. F. Shumote, Urbana; D. E. Stevens, Columbus; A. S. McDowell, Clayton, Ill.; Edward A. Temple, Simon Casady, J. O. Hanna, Des Moines; W. P. Dunn, Grand Rapids; George W. Thompson, Zanesville, O.; C. S. Lake, Marengo, Ia.; J. A. Stoddard, J. D. Avery, D. W. Wilson, G. W. Barnard, J. R. Bartrum, Chicago; Charles D. Pearson, T. B. Linn, Indianapolis.

The committee appointed to consider the *President's suggestions made a report*, which recommended that the questions suggested be taken up one at a time, and discussed by the convention. The report was adopted, and the first question discussed was that of

FRAUDULENT SPECULATIVE INSURANCE

associations, prevailing most extensively in Ohio and Pennsylvania. Mr. Stevens said there were a number of those fraudulent institutions carried on in Ohio, and that their plan of work was to have some very old man, who was likely to die in a short time, sign a number of blank applications for membership in different associations, secure a policy in each one for $5,000 or $10,000, and then sell these policies to persons who were willing to pay $100 or $200 apiece for *them, the blanks first being filled* out so as to make the purchaser the beneficiary of the insurance. The Attorney-General of Ohio, Mr. Stevens said, had turned his attention to the matter, and announced that he would *break up the business as soon as possible.* Among the most prominent of those robber companies, the gentleman said, was the North Lewisburg Association of Ohio.

The President stated that it was also the practice of the officers of fraudulent associations to get men who were within a few months of the grave to insure themselves, and make the officers the beneficiaries, the officers being willing to pay liberally for the policies, knowing that they could collect them by bleeding the innocent members by means of *assessments in the usual way.*

Mr. Pearson thought the convention should pass emphatic resolutions denouncing fraudulent insurance associations and warning citizens against having anything to do with such organizations.

Mr. Avery said that there were many difficulties surrounding the matter of abolishing such *organizations. The laws were in many respects* not sufficiently stringent to make it possible to *do away entirely with the swindling schemes.*

Mr. Plessner thought the regular associations should all adopt the plan of not paying any insurance policy wherein the beneficiary did not have

AN INSURABLE INTEREST

in the premises—that is, the beneficiary should be one who had depended on the deceased for care or support. If this plan was carried out and the public advised of it, then people might know what kind of association to connect themselves with. Mr. Wilson asked how it was that the *fraudulent associations* could maintain a sufficient membership to pay policies, when the officers and ringleaders who bled the innocent members carried on their guilty practices so openly and boldly?

No one could answer this question satisfactorily.

The President said that something should be done at once to do away with those outrageous practices. The fraudulent associations were doing immense injury to the legitimate ones, people arguing that there was nothing to prevent the officers of any insurance association from bleeding members in the manner described.

After some further discussion a committee was appointed to draft resolutions and suggest a remedy in the premises. Messrs. Stevens, Gardner, and Plessner were appointed as the committee.

COÖPERATIVE ENDOWMENT.

The question regarding the endowment plan of coöperative insurance—was it a proper plan?—was next in order. No one was ready to speak on the question, and it was laid over for the time being. The question of health insurance followed the same course. The fourth question, "*Should the lives of those who are* far beyond the age of 50 years be insured on the assessment plan except at a very high rate?" was not discussed. The few who participated in the discussion of this question agreed that when an old person was received into an association such a person should pay an assessment much larger than the average, but there was some disagreement regarding the matter of *gradually increasing* the rate in proportion as members grew older. No definite action was taken by the convention in the premises.

At 6 o'clock the convention adjourned for an hour and a half.

The President stated *before adjournment* that the members of the convention had been in*vited to visit the Town of Pullman today*, two palace cars having been placed at their disposal by Mr. Pullman. The start would be made about 10 o'clock, the excursion to return to Chicago during the afternoon.

THE EVENING SESSION

was opened with a prayer by Col. E. F. Phelps, which was a plea for old members, and in favor of assessments in mutual-benefit associations being such as to cover the expenses from year *to year. He referred to the history of insurance associations at some length, and urged that* experience was the best teacher in all such matters, and that in the way of success had been the fact that the methods and systems of insurance societies had so greatly varied. He had made a study of the assessment plan, and the conclusion he had reached was that the assessments must be so graded that each, regardless of age at joining, should be required to pay the same aggregate amount for like indemnity. The plan of increasing assessments, he thought, was correct if temporary or term insurance was desired, but it was not just when applied to those who wished permanent life-insurance.

The next paper was by Alexander Gardner, which consisted of a mass of statistics gathered from 182 insurance associations scattered over the country. The figures showed that the associations had a membership of 144,000, and that they had had an existence of seventy-seven months, the average membership having been 188,930. The average death-rate had been 1.07 out of every 100 of the membership. There had been paid to beneficiaries of deceased members $21,391,385, at an average yearly cost of $10 per $1,000 of insurance, taking 40 years as the average age of the membership. The total insurance carried by the associations was $817,765,131, *and the amount of money held as a* reserve fund by them $1,085,937, and these figures, he said, contained all there was in the assessment-plan associations, which was by no means a bad showing.

Mr. Hamilton, of Galesburg, followed with a paper treating of the qualifications of insurance solicitors, their pay, and the management of associations, and also as how to best guard against unworthy risks. He had been "on the road" for three years, and related some of his experiences, which were of interest to the convention.

The President, J. A. Stoddard, followed with a discussion of "How to Guard Against Unworthy Risks," setting forth that his association had done away with the "cheap examinations," and employed instead the best physicians that could be found, and paid them well for their work. They had also employed a *traveling agent to look after the condition* of the insured, and at Burlington a few days ago certificates had been returned by him and cancelled where an improper person had been insured, which would save his association about $7,000.

Several of the other members made suggestions on the subject, and they all substantially agreed that "cheap examinations" was one of the banes of all mutual associations, and that among the best things to be done was to employ a better class of physicians. In the talk the representatives of the several associations detailed the precautions they were using to prevent the taking of improper risks, and the interchange of views was deeply interesting.

The convention will reassemble this morning at 9 o'clock, and at 10:15 will take a special car for Pullman, where they will spend several hours. The will reassemble for business at 4 o'clock in the afternoon.

RED RIVER UNNAVIGABLE.

Special Dispatch to The Chicago Tribune.

NEW ORLEANS, La., Sept. 14.—The bar at the mouth of Red River has shoaled to such an extent as to cut off trade entirely from below. The steamboats Yazoo, John M. Chambers, and J. D. Scully, all loaded light, finding it impossible to get over the bar, are on their way back *to this city. The Scully was drawing only twenty-six* inches forward and twenty aft. This is the success which has attended the efforts of Maj. Benyaurd to keep the river open, and is *the result of* which the Secretary of War and Chief of Engineers were warned more than a *month ago.*

VOICE OF THE PEOPLE.

Sergt. Mason.

To the Editor of The Chicago Tribune.

BATAVIA, Ill., Sept. 13.—We suggest that you start a 10-cent subscription paper *for the benefit* of Sergt. Mason, the man who shot at Guiteau, *and inclose 10 cents each as a commencement* to the same. Yours truly,

JAMES A. ALLEN,
D. W. STARKEY.

Fire Memorial Building.

To the Editor of The Chicago Tribune.

CHICAGO, Sept. 14.—THE TRIBUNE has manifested an interest in the project of erecting an Art Memorial Building of fitting proportions and architecture to commemorate the great fire of 1871. The committee having this matter in charge seem to have been remiss in their duty, and for some reason there has been no general solicitation, either of the people or of business-men, to contribute to this object. It would certainly be greatly to the credit of Chicago to have such a building erected, aside from the intrinsic value of such a structure for art and educational purposes, and be a fitting recognition of the world's sympathies and help in the hour of our sore distress. I have found, in conversing with some of our business-men, a strong desire that the enterprise should succeed, one of them saying to me, this morning, that he had not been asked to give anything, but would respond willingly if asked to do so. His plan, which strikes me as a good one, is to have a building large enough to contain a magnificent library and an art hall, with a tower in one corner 300 feet high, provided with an elevator to carry visitors to the top, from which a complete view of the city and lake could be obtained. It would be a Bunker Hill monument of the great event in our history. This gentleman is ready to give $1,000 for such a building *anywhere* in the city, *but will give $5,000 to have it located in Dear*born Park—a point most easily accessible to the citizens of all the divisions of the city, north, south, and west. Mr. Editor, don't despair of *seeing something yet done in this matter*, and give us your strong aid in stirring us all up to this good work.

B.

Prof. King's Balloon Ascension.

To the Editor of The Chicago Tribune.

CHICAGO, Sept. 14.—I do not recollect having seen any statement recently of the grounds on which Prof. King bases his opinion that when he gets well up into the higher regions of the air he will find eastern currents which will waft him over sea and land at a rapid rate, but have it impressed upon my mind from something I have read that he bases this supposition of aerial cur*rents on the theory* that the *external* atmosphere surrounding the earth does not move as rapidly as the earth itself; but if this be his theory he will find himself mistaken if he ever reaches *these high regions.*

If it be true that the outside atmosphere in those high regions is retarded by friction or contact with the other or any other physical substance, on leaving the earth and going upwards into space he would find himself going the same direction as the earth revolves, only at a slower pace; hence instead of going east he would come down, if he came down at all, west of his point of departure on the earth. But there can be no question that the outside atmosphere rotates with the earth, and for the reason that after we pass beyond the confines of our earth's atmosphere into celestial space there is nothing but the ether to retard the atmosphere and prevent its rotation with the earth, and those who are familiar with these things know full well that a material so elastic that it will transmit *light waves at a velocity of 190,000 miles in a* second of time, or that is so nearly nothing that it will not retard the movement of the earth through it to the extent of a second in a thousand years, would offer very little resistance to the rotation of the atmosphere, and hence we may reasonably conclude that it rotates with the earth, and with little or no retardation at the *outside.*

G. P. RANDALL.

Presidential Elections.

To the Editor of The Chicago Tribune.

McGREGOR, Ia., Sept. 12.—In your editorial entitled "One of Senator Edmunds' Suggestions," in THE TRIBUNE of Sept. 7, you very properly call public attention to the importance of settling some mode for ascertaining the result of Presi*dential elections.* You say "Senator Edmunds has put the case in an exceedingly clear and succinct statement" in his demand for a law that will "*give the conclusive effect the Constitution* demands to the action of each State and to pre*vent the exercise by the Houses of Congress of anything in the nature of appellate or revisory* power over the action of the constituted author*ity of the State in such cases.*" *In other words*, it is proposed to give full effect to the constitutional provision that "Each State shall choose Electors in the manner prescribed by its *Legislature*"; and that the method of the State, *including its manner of determining contested elec*tions of Electors, shall be conclusive. This is all very well. Those who dispute this are few and *inconsiderable.*

I think I have studied carefully everything printed by THE TRIBUNE and all the public utterances of Senator Edmunds on this subject, and both stop right here, as if the settlement of this practically uncontested question were a solution of the whole difficulty. It does not touch *it. The real "rub" lies beyond this.*

Concede to the action of the respective States in the choice of electors the fullest conclusive*ness; we then have an electoral body composed* of 371 units, whose *selection* is certified by con*clusive authority. Here State authority ceases;* we cross the State line and enter the domain of National cognizance. Right here Senator Edmunds, THE TRIBUNE, and Gen. Garfield, in a speech made in the House in the spring of 1877, jump the real difficulty and declare or assume that the remainder of the process is purely arithmetical, or a ministerial enumeration of the votes.

It has been a matter of surprise that such great ability has always failed to recognize the wide chasm separating the casting of the vote and the conclusive ascertainment of the result, and that it should hope to *bridge it by an arith*metical or ministerial proceeding.

The following reflections may give us a look into this chasm. Here are some of the thousand questions, part of which must be and any of which may have to be settled in every Presidential count, after the conclusiveness of the choice of the State is conceded:

1. The vote to be counted must have been cast by an Elector chosen by a "State." What is "a State"? States (as was once the case in Rhode Island) have had rival Governments. Which is the State? In 1876 the Governor of Oregon certified to one set of Electors; the Secretary of State to another. Which was the act of the State? Who shall decide this? Can you determine it by a declaration that the action of the *State is conclusive?*

2. Suppose a State, in defiance of the Constitution, choose an ineligible person—one holding a National office—an Elector, and he votes. This *has been done more than once. Shall his vote* be counted? There are apparent good reasons *both ways. The party to succeed by his vote* will take the affirmative, the other the negative. I think no advocate of State conclusiveness has ever claimed it settled this question.

3. In 1856 the *Wisconsin Electors* were prevented from assembling on the day fixed by an extraordinary storm—an act of God. They met and voted on the next day. The conclusiveness of their selection is admitted; but does this settle whether or not their votes shall be counted?

4. In 1801 the Electors of the State of Georgia took a page of foolscap, wrote at the left-hand top, "Thomas Jefferson," at the right-hand top, "Aaron Burr," drew a line down the centre, signed their names under each, folded it, and certified on the outside: "*The within contains* our vote for President and Vice-President," and *then sent it up to the National Capital.*

Shall votes so certified be counted? Can THE TRIBUNE and the Senator settle such a question by declaring the conclusiveness of the State's action?

An examination will show that the Constitution contains thirty-one express commands or conditions which must be obeyed or answered *long after the conclusive choice of the Electors;* under each one of these a hundred varying conditions of fact may raise a hundred different questions of law not one of which can be settled by conceding the conclusiveness of the State's action. Who, then, shall settle them? "Aye, there's the rub." Who shall determine what is a State? Who are its duly accredited organs? What tribunal shall decide whether or not the accomplished vote of an ineligible Elector shall be counted, or whether, if an Elector be prevented by an act of God from casting his vote on the day fixed, it shall be counted, or the thousand other not merely possible but probable questions?

Shall Congress?

The addition-table will not straddle this gulf. *He that can lead Congress to a safe and con*stitutional bridge over this chasm will perform a great public service.

O.

The Metallic Writer—Some Big Figures About the Steel-Pen Business.

Cassell's Magazine.

The story of Josiah Mason's business life thenceforward reads like a chapter from a fairy tale. Inventing a machine for beveling hoop rings, he so reduced the cost and increased the speed of manufacturing them that a clear gain of *£1,000 resulted from its first year's use.* The first machine so constructed was made in 1825, and was until very recently still in use in the large works at Lancaster street. To the split*ring trade Mr. Mason quickly* added that of making steel-pens. Mr. James Perry, of Manchester and London, had been the first maker of these, preceding by a short time the earliest Birmingham makers. The two latter had begun to make the slit in their pens by machinery, while in Mr. Perry's the slit was made by means of a hammer. At that time nine pens were sold upon a card for three and sixpence; and one of these falling into Josiah Mason's hands, he set about devising improvements, and the same evening *made three pens*, which he sent in a letter—for which he had to pay ninepence postage—to Mr. Perry. That gentleman at once saw the improvement, hastened to Birmingham, and had an interview with Mr. Mason, who from that time onward became the sole maker of the pens sold under Perry's name. The trade at first was of very modest proportions, the old account books showing that in 1829 and 1830 orders were executed by twenty or thirty gross at a time, from which the concern grew until Mr. Mason became the largest penmaker in the world. In 1830 twelve workpeople were employed in Lancaster street, and 112 pounds of steel were thought a large quantity to roll for a week's consumption. In 1874, toward the close of Mr. Mason's connection with the works, nearly a thousand persons were employed, the quantity *of steel rolled every week for penmaking* exceeded three tons, and about sixty tons of pens were constantly in movement throughout the building, in one or other of the many stages of manufacture. The significance of these figures will be better understood when we add that there are probably a million and a half of pens to a ton.

How an Inherited Farm Was Divided.

Norfolk Virginian.

We were told of a curious case the other day. *It seems that a man living in this county died* possessed of quite a good farm, which he left to his children (two we hear), and on which there was a debt of 37 cents. The heirs wanted a division, so the court ordered a sale of the farm. *It was knocked down to a gentleman in Hamil*ton at $900. It was placed *in the hands of com*missioners for settlement, and at the end of six years it was settled, the heirs not receiving a single cent. All the $900 were eaten up by expenses. These are facts.

AMUSEMENTS.

THE WHALE PAVILION,
Lake-Front, between the Base-Ball Park and Exposition Building.

H. R. H.,

The Giant of the gigantic creations of the Universe.
Length, 60 feet.
Original weight, 80,000 pounds. Is indorsed by the Press of America, and 3,000,000 people who have seen him.
The greatest Natural Curiosity ever exhibited on the face of the earth.
Open from 9 a. m. to 10 p. m. Admission, 25 cents. Children, 15 cents.
Don't fail to bring the children.

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J. H. HAVERLY.........Manager and Proprietor.
The Talk of the City---This Elegant Theatre.
THE COMEDIANS,
ROBSON & CRANE
And their Company in Shakspeare's
TWELFTH NIGHT;
Or, What You Will.
Sir Andrew Aguecheek............Mr. Stuart Robson
Sir Toby Belch............................Mr. W. H. Crane
ALL THE SCENERY NEW.
Box Office Open Daily, from 9 a. m.,
For the sale (without extra charge) of Reserved Seats, Private Boxes, and Private Box Seats.
Box office open from 9 a. m. until the curtain falls *on the evening performance.*
Prices—$1, 75, 50, 25 cts. 40 PRIVATE BOXES AT THIS THEATRE.
Matinees Wednesday and Saturday.

O'BRIEN'S GALLERY.
Rembrandt Peale's
GREAT PAINTING,
THE
Court of Death,
ON EXHIBITION AT
O'Brien's Gallery,
208 Wabash-av.

GRAND OPERA-HOUSE.
Clark-st., opposite the Court-House.
MR. A. M. PALMER'S NEW YORK
Union Square Theatre Co.,
Every evening this week,
Sardou's powerful drama entitled
MOTHER AND SON
Last MOTHER AND SON MATINEE at 2 p. m. Saturday.
Next Week—THE BANKER'S DAUGHTER.

HOOLEY'S THEATRE.
Commencing Monday, Sept. 12, positively six nights and Saturday Matinee only, the renowned German dialect comedian,
JOSEPH K. EMMET,
IN HIS GREAT PLAY,
FRITZ IN IRELAND.
Sunday night, Sept. 18—SALSBURY'S TROUBADOURS in their new play, THE AMATEUR'S BENEFIT.

M'VICKER'S THEATRE.
EVERY EVENING,
W. D. Eaton's Farcical Comedy,
ALL THE RAGE!
By Mr. J. M. HILL'S COMEDY COMPANY, including Frank Hardenbergh, Wm. Davidge, J. C. Padgett, Miss Mona Bartlett, and Mrs. Laura Dainty.
Matinees Wednesday and Saturday.

CENTRAL MUSIC-HALL.
Judge W. F. Bick's Grand Art Entertainments.
Programme for This Evening:
The Treasures of the Art Galleries of Europe, consisting of Groups of
STATUARY.
Admission, 50c; Upper Gallery, 25c.

SPRAGUE'S OLYMPIC THEATRE.
One week only, commencing Monday, Sept. 12,
TONY PASTOR,
And the World's Greatest Company, every Evening at 8, and Matinees Wednesday, Saturday, and Sunday.
Monday, Sept. 19—One week only of HYDE & BEHMAN'S COMEDY COMPANY.

MAGNOLIA BALM.

LOVELY
COMPLEXIONS
POSSIBLE TO ALL.
What Nature denies to many Art secures to all. Hagan's Magnolia Balm dispels every blemish, overcomes Redness, Freckles, Sallowness, Roughness, Tan, Eruptions and Blotches, and removes all evidences of heat and excitement. The Magnolia Balm imparts the most delicate and natural complexional tints—no detection being possible to the closest observation.
Under these circumstances a faulty complexion is little short of a crime. Magnolia Balm sold everywhere. Costs only 75 cents, with full directions.

VITAL RESTORATIVE.
RICORD'S VITAL RESTORATIVE
Restores Nervous and Physical Debility, etc.
Boxes of 50 pills, $1.50; 100, $3; 400, $10.

CAUTION.
Having hardly got rid of one impostor, who counterfeited Ricord's Vital Restorative and changed its name to Ricord's Restorative, when a second impostor in St. Louis, calling himself my agent has sold (and the goods are still in the market) a dangerous imitation of Ricord's Vital Restorative. He used a *fac-similé* of my labels and trade-mark, and forged my signature thereon. When you buy of your druggist, ask him for a written guarantee that the article has been purchased direct from me, or Van Schaack, Stevenson & Co.
S. B. SIGESMOND, M. D., Sole Prop.
The genuine can be had of Gale & Blocki, Palmer House, Chicago, and all druggists. VAN SCHAACK, STEVENSON & CO., 92 and 94 Lake-st., wholesale agents for the drug trade.
Dr. Sigesmond agrees to forfeit $500 for any failure to cure with Ricord's Vital Restorative (under *his special advice*), or for anything impure or injurious in it. Over 10,000 cures in the United States alone have been effected within the last five years.